

REQUEST FOR RETURN OF COPYRIGHT DEPOSITS

JUN 19 1925

Dated at Washington D C

June 19, 1925, 19

Register of Copyrights,
Library of Congress,
Washington, D. C.

Dear Sir:

The undersigned claimant of copyright in the work herein named,
deposited in the Copyright Office and duly registered for copyright protection, requests the return to him under the provisions of sections 59 and 60 of the Act of March 4, 1909, of ~~both~~ ^(2 reels each) both of the deposited copies of the
Ford Motion Picture Lab. film entitled "The Carburetor"
(two prints)

deposited in the Copyright Office on June 19, 1925 and registered
under Class ©CIM 3077, XXc., No. .

If this request can be granted you are asked and authorized to send
the said ~~copies~~ copies to me at the following address: Ford Motor Company
451 Penna Ave Washington D C (Will Call) or
to
at

Ford Motor Company
Signed by Adv. Mgr. [Signature]
(Claimant of Copyright)

(Sept., 1922—500)

Received two copies of the above film:
Ford Motor Company

By [Signature]

JUN 23 1925

Produced and Distributed by FORD MOTION PICTURE LABORATORIES. Copyrighted
1925. FORD MOTOR COMPANY.

- Title #1. If motorists knew more about the carburetor and its functions, much of the motor trouble could be avoided.
- Title #2. "Your carburetor was flooded, The mixture is too rich."
- Title #3. "You are burning too much gas - That fills your engine with carbon."
- Title #4. In order to obtain combustion in a cylinder, it is necessary to have air and fuel vapor mixed in proper proportions. This mixture is prepared by the fuel system.
- Title #5. Gas Tank.
- Title #6. Fuel Pipe.
- Title #7. Intake manifold.
- Title #8. Exhaust manifold.
- Title #9. Hot air Pipe.
- Title #10. Throttle Valve.
- Title #11. Choke Valve.
- Title #12. Needle Valve.
- Title #13. The Fuel System. (~~Animated titles --- Gasoline tank. Hot Air Pipe. Fuel pipe. Exhaust pipe. Exhaust manifold. Intake manifold. Carburetor.~~)
- Title #14. The heart of this system is the carburetor.
- Title #15. Throttle valve.
- Title #16. Choke Valve.
- Title #17. Float Chamber.
- Title #18. Float.
- Title #19. Float needle valve.
- Title #20. Needle Valve.
- Title #21. Mixing Chamber.
- Title #22. The gasoline flows from the fuel tank into the float chamber of the carburetor by gravity.
- Title #23. A float controls the level of the gas in this float chamber by automatically closing and opening the inlet valve.
- Title #24. It is necessary to maintain the correct level of gasoline in the float chamber to provide the proper spray from the spray nozzle.

- Title #25. The system is actuated by the suction of the pistons.
- Title #26. Suction of the engine causes a flow of warm air, heated by exhaust gases from around the exhaust manifold, through the hot air pipe into the mixing chamber.
- Title #27. This suction further draws the gasoline from the spray nozzle into the mixing chamber.
- Title #28. The gasoline spray is now vaporized by meeting with the warm air.
- Title #29. The proportion of gasoline to the air is regulated by the needle valve.
- Title #30. As the engine speed changes, it causes a variation in the flow of air through the carburetor. The speed of the engine is controlled by the throttle valve.
- Title #31. With the main jet only, the proper mixture could not be maintained at different speeds.
- Title #32. As the speed of the motor is increased, the tendency is to draw a greater proportion of gasoline than air.
- Title #33. To overcome this tendency, the spray nozzle is set below the mixing chamber.
- Title #34. At this point, the air from the primary inlet passes through the chamber, into which the spray nozzle extends.
- Title #35. The primary air tends to maintain the proper proportions of air and gas in high speed, the air cutting down the flow of gas as the suction increases.
- Title #36. At lower speed the suction is not sufficient at the main jet to provide the proper mixture.
- Title #37. As the throttle is closed, the gasoline is drawn through the point of greatest suction in a passage coming direct from the spray nozzle to the throttle valve.
- Title #38. After the mixture is formed, it is brought into the intake manifold.
- Title #39. Part Two Will Follow Immediately.
- Title #40. Carburetor. Part Two.
- Title #41. With the downward stroke of the piston, the inlet valve is opened, allowing the mixture to be drawn into the cylinder.
- Title #42. When the cylinder is charged with mixture, the inlet valve closes.
- Title #43. The mixture is now confined in the cylinder, where it is compressed by the upward stroke of the piston.
- Title #44. An electric spark from the spark plug, timed by the commutator, ignites the charge.

- Title #45. The high temperature of combustion expands these gases, producing the impulse that forces the piston downward.
- Title #46. As the piston nears the bottom of its stroke, the exhaust valve, (shown at same location as intake valve) opens and releases the spent gases, which are expelled into the exhaust manifold by the upward stroke of the piston.
- Title #47. These four actions of the piston constitute the performance of a four cycle motor.
- Title #48. The presence of water or dirt in the gasoline causes the engine to misfire or stop.
- Title #49. Water, being heavier than gasoline, settles at the bottom of the tank with other foreign matter. To prevent this, a sediment bulb is installed in the fuel system.
- Title #50. This foreign matter may be removed by draining through the pet cock.
- ~~Title #51. If a particle of dirt lodges in the seat of float needle valve, it prevents the needle from closing and floods the carburetor.~~
- Title #51. If a particle of dirt lodges in the seat of float needle valve, it prevents the needle from closing and floods the carburetor.
- Title #52. A tiny particle of grit in the spray nozzle restricts the flow of gasoline, causing the motor to slow down and misfire.
- Title #53. To remove this, screw the needle valve a half turn to the left and race the motor a few times.
- Title #54. If this fails to remove the grit, the carburetor should be drained.
- Title #55. When the engine is cold, it is necessary to have an excess of gasoline in the mixing chamber in order to obtain a combustible mixture.
- Title #56. This is obtained by closing off the air supply, while cranking, by means of the choke valve, which diverts the entire suction to the spray nozzle.
- Title #57. A lean mixture has too large a proportion of air. It burns slowly causing backfire through the carburetor.
- Title #58. A rich mixture has too much gasoline and not enough air. It covers the cylinders, pistons, and ~~the~~ valves with carbon and wastes fuel.
- Title #59. A rich mixture is indicated by black smoke from the exhaust.
- Title #60. To adjust the carburetor for the proper mixture, the needle valve should be screwed down to the right until the engine misfires.
- Title #61. Gradually increase the gasoline feed by screwing the needle valve to the left until highest speed is obtained with no trace of black smoke from the exhaust.
- Title #62. When the carburetor is flooded, close the needle valve.
- Title #63. Then crank the engine a few times to remove surplus gasoline.

Title #64. Now open needle valve half turn to the left and start motor.

Title #65 The End.

THE CARBURETOR.

Produced and Distributed by FORD MOTION PICTURE LABORATORIES. Copyrighted
1925. FORD MOTOR COMPANY.

- Title #1. If motorists knew more about the carburetor and its functions, much of the motor trouble could be avoided.
- Title #2. "Your carburetor was flooded, The mixture is too rich."
- Title #3. "You are burning too much gas - That fills your engine with carbon."
- Title #4. In order to obtain combustion in a cylinder, it is necessary to have a, r and fuel vapor mixed in proper proportions. This mixture is prepared by the fuel system.
- Title #5. Gas Tank.
- Title #6. Fuel Pipe.
- Title #7. Intake manifold.
- Title #8. Exhaust manifold.
- Title #9. Hot air Pipe.
- Title #10. Throttle Valve.
- Title #11. Choke Valve.
- Title #12. Needle Valve.
- Title #13. The Fuel System. ~~(Animated titles --- Gasoline tank. Hot air Pipe. Fuel pipe. Exhaust pipe. Exhaust manifold. Intake manifold. Carburetor)~~
- Title #14. The heart of this system is the carburetor.
- Title #15. Throttle valve.
- Title #16. Choke Valve.
- Title #17. Float Chamber.
- Title #18. Float.
- Title #19. Float needle valve.
- Title #20. Needle Valve.
- Title #21. Mixing Chamber.
- Title #22. The gasoline flows from the fuel tank into the float chamber of the carburetor by gravity.
- Title #23. A float controls the level of the gas in this float chamber by actually closing and opening the inlet valve.
- Title #24. It is necessary to maintain the correct level of gasoline in the chamber to provide the proper spray from the spray nozzle.

- Title #25. The system is actuated by the suction of the pistons.
- Title #26. Suction of the engine causes a flow of warm air, heated by exhaust gases from around the exhaust manifold, through the hot air pipe into the mixing chamber.
- Title #27. This suction further draws the gasoline from the spray nozzle into the mixing chamber.
- Title #28. The gasoline spray is now vaporized by meeting with the warm air.
- Title #29. The proportion of gasoline to the air is regulated by the needle valve.
- Title #30. As the engine speed changes, it causes a variation in the flow of air through the carburetor. The speed of the engine is controlled by the throttle valve.
- Title #31. With the main jet only, the proper mixture could not be maintained at different speeds.
- Title #32. As the speed of the motor is increased, the tendency is to draw a greater proportion of gasoline than air.
- Title #33. To overcome this tendency, the spray nozzle is set below the mixing chamber.
- Title #34. At this point, the air from the primary inlet passes through the chamber, into which the spray nozzle extends.
- Title #35. The primary air tends to maintain the proper proportions of air and gas in high speed, the air cutting down the flow of gas as the suction increases.
- Title #36. At lower speed the suction is not sufficient at the main jet to provide the proper mixture.
- Title #37. As the throttle is closed, the gasoline is drawn through the point of greatest suction in a passage coming direct from the spray nozzle to the throttle valve.
- Title #38. After the mixture is formed, it is brought into the intake manifold.
- Title #39. Part Two Will Follow Immediately.
- Title #40. Carburetor. Part Two.
- Title #41. With the downward stroke of the piston, the inlet valve is opened, allowing the mixture to be drawn into the cylinder.
- Title #42. When the cylinder is charged with mixture, the inlet valve closes.
- Title #43. The mixture is now confined in the cylinder, where it is compressed by the upward stroke of the piston.
- Title #44. An electric spark from the spark plug, timed by the commutator, ignites the charge.

- ~~Title~~ #45. The high temperature of combustion expands these gases, producing the impulse that forces the piston downward.
- Title #46. As the piston nears the bottom of its stroke, the exhaust valve, (shown at same location as intake valve) opens and releases the spent gases, which are expelled into the exhaust manifold by the upward stroke of the piston.
- Title #47. These four actions of the piston constitute the performance of a four cycle motor.
- Title #48. The presence of water or dirt in the gasoline causes the engine to misfire or stop.
- Title #49. Water, being heavier than gasoline, settles at the bottom of the tank with other foreign matter. To prevent this, a sediment bulb is installed in the fuel system.
- Title #50. This foreign matter may be removed by draining through the pet cock.
- ~~Title #51.~~ ~~This foreign matter may be removed by draining through the pet cock.~~
- Title #51. If a particle of dirt lodges in the seat of float needle valve, it prevents the needle from closing and floods the carburetor.
- Title #52. A tiny particle of grit in the spray nozzle restricts the flow of gasoline, causing the motor to slow down and misfire.
- Title #53. To remove this, screw the needle valve a half turn to the left and race the motor a few times.
- Title #54. If this fails to remove the grit, the carburetor should be drained.
- Title #55. When the engine is cold, it is necessary to have an excess of gasoline in the mixing chamber in order to obtain a combustible mixture.
- Title #56. This is obtained by closing off the air supply, while cranking, by means of the choke valve, which diverts the entire suction to the spray nozzle.
- Title #57. A lean mixture has too large a proportion of air. It burns slowly causing backfire through the carburetor.
- Title #58. A rich mixture has too much gasoline and not enough air. It covers the cylinders, pistons, and ~~the~~ valves with carbon and wastes fuel.
- Title #59. A rich mixture is indicated by black smoke from the exhaust.
- Title #60. To adjust the carburetor for the proper mixture, the needle valve should be screwed down to the right until the engine misfires.
- Title #61. Gradually increase the gasoline feed by screwing the needle valve to the left until highest speed is obtained with no trace of black smoke from the exhaust.
- Title #62. When the carburetor is flooded, close the needle valve.
- Title #63. Then crank the engine a few times to remove surplus gasoline.

Title #64. Now open needle valve half turn to the left and start motor.

Title #65 The End.



This document is from the Library of Congress
“Motion Picture Copyright Descriptions Collection,
1912-1977”

Collections Summary:

The Motion Picture Copyright Descriptions Collection, Class L and Class M, consists of forms, abstracts, plot summaries, dialogue and continuity scripts, press kits, publicity and other material, submitted for the purpose of enabling descriptive cataloging for motion picture photoplays registered with the United States Copyright Office under Class L and Class M from 1912-1977.

Class L Finding Aid:

<https://hdl.loc.gov/loc.mbrsmi/eadmbrsmi.mi020004>

Class M Finding Aid:

<https://hdl.loc.gov/loc.mbrsmi/eadmbrsmi.mi021002>



National Audio-Visual Conservation Center
The Library of Congress